

**REMARKS/ARGUMENTS**

In view of the fact that allowable subject matter has been indicated to be present in the case, an earnest effort has been made to bring the application to issue without delay.

1. The priority claim acknowledgment in paragraph 12 of PTOL 326 is appreciated.

2. A change has been made in the specification to ensure proper antecedent basis for the claims as amended. In particular, it has been made clear at page 4 that the deceleration of the one converter occurs while simultaneously accelerating the other before the one converter reaches its limiting position. In other words by a complementary increase of the output pressure of the output side of one pressure converter with a decrease in the output pressure at the output side of another converter, the two converters are controlled so that the output can be maintained constant as defined at page 6, lines 5-19 and the braking and acceleration are synchronized.

That is also clear from the claims as they now stand.

The change in the specification is thus supported by the synchronization requirement and does not involve the introduction of any new matter.

3. Claim 1 has been amended to make clear that the output pressure of one converter is reduced simultaneously with an increase in the output pressure of the other and vice versa.

Claims 5-7 have been canceled and claim 9 has been amended to stand in independent form as has claim 11 by the incorporation of all of the subject matter of the claims from which claims 9 and 11 were formerly dependent.

The Examiner has indicated that claims 9 and 11 were deemed to contain allowable subject matter so that placing them in independent form would render them allowable. Claim 8 and claim 10 now depend from claim 9 whereas claim 12 depends from claim 11 so that these claims are allowable as well.

A discussion of claims 9 and 11 and the claims which depend therefrom with respect to the prior art is therefore not necessary.

The claims should be numbered in the following order: 1-4, 9, 8, 10-12.

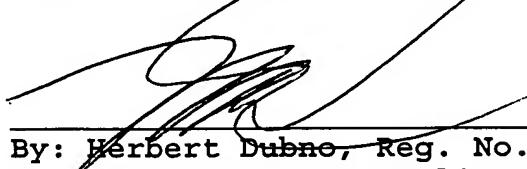
4. Claims 1-4 have been rejected as anticipated by NELSON or FUCHS or as obvious from NELSON in view of KENT or FUCHS in view of KENT. In claim 1 applicants have now made clear that the pressure converters are accelerated and decelerated simultaneously.

In NELSON, as the Examiner correctly notes, two pressure converters 28 and 30 are provided. The pressure converters 28 and

30 have pistons 32 and 34 which do not (column 4, lines 1-68). While the system provides proportioning control of the pistons, it is not clear that there is a simultaneous acceleration of one piston and deceleration of the other as the discussion at column 6, lines 28 ff will show. Piston position rather than acceleration or deceleration appear to be the determining factors. In the FUCHS reference in FIG. 1 and at column 3, lines 35 to column 4 line 46, paired pressure converters are also described but again there is no categoric teaching of a control of the acceleration of one and deceleration of the other as claimed.

Accordingly, claims 1-4 appear to be allowable together with allowable claims 9 and 11 and claims 8, 10 which depend from claim 9 and claim 12 which depends from claim 11. An early Notice to that effect is earnestly solicited.

Respectfully submitted,  
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15 November 2004  
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